Amendments to Specification:

Please amend paragraph 14 as follows:

[14] A powertrain control system 10 is shown in Figure 1. The system 10 includes an internal combustion engine 12 having multiple cylinders 14. In the example shown, there are eight cylinders having two groups, A and B. In a V-8 mode both cylinders A and B are activated, for example by supply fuel to all cylinders, so that all eight cylinders provide power to the vehicle. In a V-4 mode only cylinders A are activated so that only four cylinders provide power to the vehicle, for example by cutting fuel to cylinders B, thereby reducing fuel consumption and increasing fuel economy during vehicle operating conditions in which reduced engine power is not noticeable to the vehicle operator. It should be understood, however, that although the invention has been discussed with reference to V-8 and V-4 modes, other engine configurations having other displacement configurations and modes may also be used with this invention.

Please amend paragraph 22 as follows:

[22] Referring to Figures 2 and 3, the electrical actuator 26 moves a rod 54 in a generally linear direction. A clevis 56 at an end of the rod 54 is secured to an arm 58 mounted on a shaft 60. The valve 28 is secured to the shaft 60 with the valve 28 arranged within the valve body 64. The shaft 60 is supported by wire mesh bearings [56] 66. One bearing is mounted on the valve body 64 for supporting one end of the shaft 60, and another bearing [56] 66 is mounted on a portion of the actuator mounting pipe 48 that extends into the housing 30. The actuator mounting pipe 48 is sealed off from the hot exhaust gases.

Please amend paragraph 23 as follows:

[23] A stop 68 is supported by the actuator mounting pipe 48 to limit the travel of the valve 28. The stop 68, in the example shown, defines the open position used when operating in V-8 mode. A return spring 72 is schematically shown arranged internal to the electrical actuator 26, for a type of actuator well known in the art, to bias the valve 28 to the open position. Specifically, the return spring 72 urges the arm 58 against the stop 68 in the event of an actuator/valve [26] malfunction, for example, in the event the actuator 26 loses power. The baffles 34, actuator mounting pipe 48, and valve body 64 include locating features 74, for example similar to those found in U.S. Patent No. 5,290,974, for ensuring that the actuator mounting pipe 48 and valve body 64 are oriented in a desired position relative to one another for improved assembly and operation of the muffler 20.